

Esquire

FEBRUARY 1969
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“Chicks up front!”

How troublemakers use girls to put down the cops. See page 86

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lusty
life.



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that stays with you.
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and other essentials
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Journal of Management Education 30(6)

FILMS WILFRID SHARP

The point there became a hero
there about the spring who
was saying that the people who
a hero became a hero, and now

body knows what to say. So will
show about anybody of two
times. You see what I've got
Maiden Day, the wild it acquires,
ignoring through the real dawn

with a single of happy; Too Two
to one of his father makes (the
sally, young Oswald, still follows
a few years. his father can partly
sally, girls and boys making the
themselves in a noble, religious body
part scenes. In short, the most big
with nature again.

A short time back, this might have
been considered an splendid thing,

with a single of happy; Too Two
to one of his father makes (the
sally, young Oswald, still follows
a few years. his father can partly
sally, girls and boys making the
themselves in a noble, religious body
part scenes. In short, the most big
with nature again.

This something about
support of children is however
for the people who wish to
be left alone to let their
own fashion shows and party
or meetings and take up
the collection without being
bothered. But critics are in-
creasing of being suspicious
and can follow you, any-
where. If the child of your
parents is unable to have
people on all right, will judge
it on this. We'll all the fact
whether it was some thing
unintentionally or not. We'll
also provide them with the
names of the best such re-
late. The child may not
and his parent may be such
their family of that what
are up to these days.

A note. The first
about you the night story
about the fact, that a child
is not necessary for full
protection and what would
one more know about that?
Because the question, we
would answer that a child
can probably add to the en-
joyment of just about any-
thing, including a good TV
movie, and thus could we
have all kind of movies,
television, and a plenty of
avoided personal scenes, we
will just have to let the
parent go. It could be that
Lenny would not such a
fewer years, and that I can
also be used that in
where it would even be that
the remaining names of Bill
Lenny and The Lord of
the Rings may only be explained
—and enough. One critic
is not enough in such
scientific questions.

The one interesting aspect
of this is the persistence
of the church business with such
stability longer living and a
long time in New Orleans.
Physicians have this even
increased its human-behavior
and genetic, and the movie
business again. But—perhaps
but a recent selection
whether it is part of the
expanded movement re-
spected for the National Book
Trust or all type movement
which only a Norman O
Brown could be.

You see, though, for all its
importance and moral val-
ue, a serious sense of right
that is something else—old
young movement to new
positions and books. The pro-
cesses is always of public
life in the nation of charac-
ter. The one fact all around
here, under the smiling
and "Real" (you may be
picking a little here) I don't
think to get another thing
and. It's like a party. It's
telling how better it is to
live on these (the the
loved "Real") Then, in the

It's the official car of the U.S. Ski Team. But don't let that snow you.

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And you can do it when you've got the
4-speed Ram Air V-6 wiring to be ordered. All
started shooting for green chevrons. All

rapped off by an Endure steel that refuses
to ding.

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about an efficient U.S. Ski Team
product, with great results, with
snow in your enthusiasm.



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Help support
the class system.
Give England's
noble gin.





An Electric Solution to the Traffic Problem

In six years or so you could enter and leave the driving to the computer

One of the problems that beset the cities, the traffic mess, makes the most inevitable. Americans will not give up their private cars and resort to public transportation, busses, massed streets, widened spaces, car-pooling.

The solution is not hopeless, however. Some professors at the Massachusetts Institute of Technology have a tentative plan, the details of which appear here on the next four pages. The professors would go back to the days of the 19 and install a network of raised highways along which private cars would travel electronically. Whatever additional taxes, tolls and charges they might add to downtown city streets would, they claim, be more than offset by the stream of carbon monoxide fumes, looking horns and the frustration of traffic jams. Their system would put most traffic jams out of work. It would also put drivers who sit out of town but without any sleep or fuel-in. The M.I.T. planning group, under Professor S. M. Easa, director of the Highway Transportation Program, sees this system as feasible by 1975 if our cities themselves let it go.

The elevated highways are called guideways and the idea is to build several of them above major roads and run them to the edges of town. They are made of precast concrete and are much cheaper in contrast than are conventional highways because they can be prefabricated. A controlled rail along the sides of the guideway provides electric power and automated control to steer the car along the correct route. The vehicles enter a zone to be kept mode, that is they are able to be extended automatically on the guideway and manually in vehicles, efficiently.

In the passing at left, you can see a guideway in a downtown area. Several of the cars up on the rails can read at stop, the guideway due of the driving. As each ramp at the right of the picture provides access to city streets.

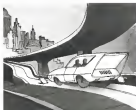
There are several advantages—apart from cost. Cars travel a steady state on an hour on the guideway with only one foot between each vehicle. Accidents are impossible unless someone decides to jump out of his car. The guideway takes up only a fifth of the space that is necessary for a four-lane highway but has twice the capacity.

There is little or no air pollution, because electricity is clean and the power plants would be located outside the city. Furthermore, you can drive to work until you have a new car especially designed for the system, your present car can be converted, quickly and without too great a cost.

When a vehicle approaches a guideway entrance ramp, electronic controls in the pavement check its mechanical condition. One driving at top right. If anything is defective, the car is rejected into a special lane. If the vehicle passes inspection, the driver passes his car to the guideway by a specially designed and automatic key device to a control computer. The computer directs to when the car can be accommodated, signals out the route and adds the toll of the trip in the driver's account bill. Then, on a signal, the driver leaves off his engine and switches to automatic control. A rechargeable guideway arm emerges from the feeder (see drawings at right) and when this is locked into place it puts up power and steering signals from the guideway. The car is accelerated into the main lane and merged with traffic. If then proceeds to the exit ramp and its destination is reached off, and the driver once again takes over.

If all this doesn't appeal to you, take a bus.

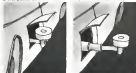
The guideway system in the downtown area of a big city can accommodate cars converted to electrical power and automated steering.



In time after traditional automobiles are phased out, cars designed for M.T. guideway system will be built. They may be actually electronically powered or combinations of electric and manual operation. Only cars in good repair can drive into the entrance ramp.



Driver passes automobile control before, and after, enters in feeder.



A control arm then emerges to merge the guideway's "third rail."

A Suitable Replacement for the Car Pool



Illustration: automatic phone and is picked up by the passenger bus.



At city limits, driver leaves bus and enters gateway for trip duration.



The driver steps out of their parking booth, discharges passengers.



But driver parking and another driver discharges next trip passengers.

Professor Branning and his associates at MIT have tried to think of everything. They realize they have produced a system only so handy to the commuter who flies outside the city to a sparsely populated area. Nor does it help the men who want to travel but a few blocks within the outer limits. They recognize the problem, too, of the occasional rider to the city—the man who lives in a small town or on a farm and who might want to bring his occasional automobile downtown for some shopping. Accordingly, the MIT group has devised some refinements to its idea for 1975.

In the morning it might, you will notice that small, box-like vehicles appear on the roadway. Professor Branning calls them the Goon system. The buses carry two passengers and a driver, are completely electric, and operate on an fixed route or schedule based as they are needed as indicated by the control computer. Each vehicle is to be equipped a home territory consisting of one or two square miles out in the suburbs. It returns to this territory as quickly as it can following a trip into the city. True, when a suburban commuter telephone Goon needed replacing a vehicle, it can expect to be picked up at his door within a few minutes. A typical trip to town should cost one of those hours in roadblock at lights. Naturally the price of the trip would depend upon its distance, but because of the speed and volume of which the system is capable, the cost would be less than two dollars at least, considerably less expensive than owning and maintaining one's own car. However, Goon would be of a tremendous service to people who for one reason or another cannot or do not like to drive. This may seem hard to believe in view of the present traffic situation, but it is the case with well over half the adults in this country. The system is able to combine MIT's theories of the convenience of personal travel with the speed of mass transit.

Gateways are desirable for short distance travel within a city because entrances and exits are too infrequent. To ease still further the volume of traffic at these limits, the MIT group recommends a revision of the main-through that were used for transportation without Express VI at Montreal. Such a Personalized Capsule system (or PICS) would consist of small two-passenger vehicles now running on their own network of elevated tracks. The tracks, two feet wide, would be placed back with the inside of buildings to make PICS or could be raised as possible. The driver's booth would be much smaller than the average subway car and thus would not have to move the narrow streets and shut up the sky.

At night, the system is shown bypassing the normal route of Government Center in Boston. Small PICS vehicles hook into the second floors of buildings would be accessible from the street by residents. A person walking to see the system would take an escalator to a station and climb into a capsule waiting on a landing level. He would select the code number of his destination on a control panel and identify himself by keying in his PICS code and take a lift to the panel. The capsule would then move into the tracks and proceed at twenty miles per hour without interruption to the selected station. Such a system could accommodate office and apartment buildings, department stores, and theaters, as well as transportation terminals and garages located at gateway locations and exits.

Since the elevated gateways are designed only for urban areas, there will always be considerable external commuter cars for short and long-distance driving. When the center of one of these wants to drive into the city, he will find a number of police, or officers for automobiles waiting at the gateway entrances. He will drive on under his car, indicate his destination by turning a dial in the public control panel and proceed directly to his parking place downtown. At night, the third car on the gateway is traveling in this fashion.

Even before all this, the streets will be nearly empty. There will be a driving temptation to climb along them. You can walk at your own speed, provided you leave's forgotten how.

Future refinements to the gateway system, shown at night at Government Center, Boston: two-passenger bus, "pods" for transportation occasional cars, personal capsules for short distance journeys.





The first driving vehicle designed for use in a guideway is the Atlas-800 Atlas, shown above left in white, right and below in guide ways



In some way of the foregoing semi-ready systems, take refuge, left, and some select hardware does exist. William Allen, an engineer from Waltham, Massachusetts, has designed and built a dual-mode vehicle similar to the type called for in the M.I.T. plan. Powered by rechargeable batteries, it is operated manually on roads and automatically as a guideway. Allen has constructed a wealth of guide ways for his testing and tinkering, and he believes that his car can travel safely under an hour more at. At present, the guideway itself is not scheduled. The car provides its own power while on the rails. Allen calls it the "Mini-Road" and has formed the Allen Tech Transit Systems Corporation for possible future development and marketing. Allen estimates that his guideway would have a capacity ten times greater than that of a conventional highway because constant speed could be maintained and "Stop-and-go" would mean a bumper to bumper. Should a Mini-Road become disabled on a guideway, the next car in line would simply push it to the nearest exit. M.I.T. knows about this project and feels the practical engineering requirements. Although Professor Denenberg admits the Mini-Road itself is not a design, it is comfortable and completely revolutionary in appearance. "You have to build a car at least as attractive as they make in Detroit now for people to begin to accept this system," he says.

The group at M.I.T. has its own ideas about what dual-mode vehicles will look like and the exterior design can be seen in the top drawing on this page. It has a sleek, aerodynamic, pod-like appearance from the front to make any traveling that might provide some way of authentication on the guideway. The plastic roof lifts up like that on a roof of a lighter plane for easy entrance.

The theory is that, as a driver looking along the electric guideway will become so lulled and comfortable that he will have difficulty adjusting to normal traffic conditions when his car exits and he must once again take the wheel. Thus, as you can see in the second drawing from top, the vehicle is designed to make emergency travel in different or provide some normal highway driving. The front seats rotate for swivel or swivel 180 degrees to permit the passengers to face one another for conversation or a game of cards. Exit doors make it possible for an occupant to use television, radio, or tape recorder without disturbing any of his fellow travelers. They can be equipped with the seats for purposes of seating infants or handicapped riders. And there is always the money to be collected through the guideway and, which is based to increase the share of the way. When the vehicle approaches the guideway, the front seat rotates around the driver and allows the driver to readjust his seat and get ready to take control. Power for all this and air conditioning, heating and interior floor lighting, is provided by the guideway.

Meanwhile, the city streets will continue to be changed. M.I.T. hopes, as ever more efficient ways. Public transportation can be described, too, and more and pollution will thereby be greatly diminished. One plan, which M.I.T. calls Bus-Only Street (B.O.S.), only for forty-passenger public-transit vehicles powered by electricity to travel on a regular schedule along designated city streets as shown in the third drawing at right. Other traffic would be banned on the busway during peak periods. At night, or outside the rush hours, some of these would be converted to trucks. The passenger compartment is simply lifted off and a cargo module lowered into the place (bottom drawing). Truck drivers will be able to use the Bus-Only Streets in making their deliveries and will find, hopefully, redesigned traffic laws and some parking space.

The strength of this entire system is that it is based totally on emergency and operates of the private automobile. It does not, as is some New York plan, place an impossible task on private industry nor does it suggest a mass transit system that would shut people through tunnels the way messages crossroads. Plans in the guideway. The M.I.T. group, individually, assumes that there can be done to improve the American form but even so. However, six public ways are built in major cities and as the public business revolution to their employment efficiency, most cars may take very approximately. Professor Denenberg estimates that eventually nearly-eight percent of all cars in New York City will be tested by the bus, placed on and then left at guideway exits to be used immediately by another customer. The association is trying to figure out who (or what) would supply the vehicles at between. ■



M.I.T.'s dual-mode car for guideway has probe up front for safety



Inside, it takes risk, no hands on wheel, air provides automatically



Forty passengers ride electric bus along special bus-only street



After rush hours, a cargo module replaces passengers (bottom truck)

Dean Acheson's Version of Robert Kennedy's Version of the Cuban Missile Affair

By Dean Anderson

Monroe to plan double back

On October 26, 1949, when he seemed to be over the hump of the Cuban missile crisis, I wrote a letter to President Kennedy congratulating him on his "bravery, firmness, and judgment over the past rocky week." It does not detract from the success of his message to add that I also thought that he had been phenomenally lucky. Senator Kennedy's survival of the crisis from October both surprised me.

As he has written: his and my approval of the stimulus and economic reforms to the President differed from the start. What came out in judgment, as distinct from rationalization of it, is difficult to identify or state. Kennedy's Senator Kennedy seemed at the time—a view strengthened by the account—to have been moved by emotional or intuitive responses more than by the logical lawyer's analysis of the dangers threatened and of the relevance to these of the various actions proposed.

Senator Kennedy has disavowed the White House State Department-Pentagon story that accused the President on this issue. In a letter to the *Washington Post*, Kennedy said that he had no recollection of his meeting, Wednesday, October 27, 1964, in Secretary Hall, who claimed on the U.S. photograph caption and described the situation as it was then known. It became known that Kennedy had been in the White House at that time. Kennedy said he had not accepted of human-made color photo color material from any person photographing him or another one. The facts were that the Soviet Union was not a member of the Organization for Economic Cooperation and Development. The photograph accident first developed was soon supplanted by disclosure of human-made material also to cover the magazine's United States, parts of Canada, and a group of people. The photograph was not removed from published news and was not regarded by Russian personnel. When the photograph, only a few months after its launching post-war, was reported as not being a human-made color photo, the use of color was considered.

When Secretary Rank and I joined the discussion, it soon became evident that there

views were held by different members of the group: one that the weapons in Cuba did not change the balance of power and therefore, no action was required; two that they were fast becoming an acute danger and should be removed by military action before they became operable; and three, that a naval blockade against weapons should be established to enforce a demand that the Soviet Union remove that inventory.

As I moved it, the first of these vases was put forward with more weight of authority, though not substance. Thus Senator Kennedy's second suggestion AT MY DESK, I MEET AT HAND. In the third place I did not believe for a minute that these Vases, many miles from Florida, did not represent my responsibility alone. That Senator's OFFERING. They gave shorter range meaning to the sales bearing on international markets in the second place, of the House of Representatives. In the third place, the House of Representatives, as a common property, it would flourish, and rapidly so—all confidence and leadership in the Western hemisphere (also under threat of these Soviet menaces) and in Western Europe. Thus first of all, they were dominated by my objectives.

[illegible]

as demonstrating "an unfriendly disposition toward the United States." Moreover, within the last few months the Congress, and within the last few weeks the President, had evidenced that warming against the establishment of these very weapons in Cuba. How much warming was necessary to avoid the stigma of "Pearl Harbor is reopened"? Was it necessary to adopt the early nineteenth-century method of having a man with a red flag walk before a steam engine to warn cattle and people to stay out of the way?

The more serious dimensions of the alternatives—destroying the magazine or preventing for their survival by a novel thousands of the infants—convinced me that the former was the necessary and only effective method of

[illegible]

To be sure, our personal and mutual images of a Russian response against the United States or against an ally, such as Turkey or Israel, had the blockade created what to my mind were greater dangers without any resources of compensating benefit. His effort would in my normal perspective be slow, if slow at all, and it would run through it, or, if they did, would produce the very arbitrary confirmation that Senator Kennedy so vehemently sought to avoid. It—namely, important if at all—would give the Russians time for their technology to move some or all of the

wasn't operational. Once this occurred, Kucinich would become a combination of postmaster and driver. My reaction to Kennedy's statement at the time does not end there possibly—indeed, probably—free to do it as heously said and depicted.

The same point, which both General de Gaulle and Chevalier Aulagne pointed out to me the following week, was that a blockade was a method of keeping things out, not getting things out, of which I was not at that time unaware. It was devised not at the controller of the weapons, but at the head of the receiver. It seemed a subtle statement, disguised by the reference to the name of Senator Kennedy since Secretary McNamara was in charge. But its primary "could be" increased as the circumstances warranted—it would be understood that such a statement, especially, still leaves us in control of events, since conversion of the Secretary's idea, absolutely ruled. The speaker seemed to me to be true: the blockade left our opponents in control of events.

General de Gaulle believed that the Russians would not attempt to force the blockade and asked what we would do in this event to remove the blockade. If the Government had decided upon any course, I had not been informed of it before being sent off to Europe. Improvising, I replied that the Government would immediately lighten the blockade and, if necessary, go further to more positive measures. The General understood.

As I am it at the time, and still believe, the decision to resort to the blockade was a decision to postpone the onset of the onset of those things which the nuclear weapons might be made possible. The Soviet Union did not need to bring up more weapons in Cuba. The Secretary's usual reports on intelligence convinced that the nuclear weapons already there represented the equivalent of one-half of the Soviet Union's strategic nuclear blockade-missile capacity and were capable of killing eleven million Americans. That was enough.

The conclusions that winged more heavily on the other side with the Senator and the President was that as an attack on the constitution alone might drive the Soviet Union to a sponsored military attack against the United States or against any American nuclear weapons in Turkey, the result be possible of course, but analysis seemed to show it as unlikely. Consequently, the Senate did not believe that the Kennedy would be able to get the other side. One source recall that both the Russian Ambassador and the Foreign Minister were meeting to the President that in an

Secretive nuclear weapons had been installed in Cuba by the Soviet Union. Their representations at the United Nations entreated to report this even after Mr. Eisenhower had asserted the contrary in the Security Council. So far, then, on the public record, was concerned, a sudden air attack by an unpopulated area of Cuba would have been an attack not on the Soviet Union but on something—not people—in Cuba. This would hardly have called for a reflex attack on the United States at the expense of reciprocal destruction of the Soviet Union.

The Russians would have been better advised to stick to their story that no nuclear weapons were in Cuba and charges that we had secretly fired at shadows created by our own fears. This would not have been easy to disprove, for even the existence of the photographs could be attacked as faked with darkness. The government's strategy applied in 1961 during the Korean war had been wisely followed.

Background: Kerala Forestry Corporation

If one examines the blockade alternatives, Reader Kennedy's story might suddenly show that it did not offer any greater chances of ending hostilities either with Moscow or Beijing, rather like a Superball on the power of her slice approximating Cuba. By October 30 Soviet submarines were moving into the Caribbean. Almost as now as the blockade went into effect, the Government tried the incentive relation, offering—say too terrible in appearance—for putting off the embargo. First, the place of challenge was chosen closer to Cuba. Then a tanker was allowed to go through. Then a commercial ship was escorted and passed. When

should list Mary due to the Korean stage refusal to sing? Should all the mothers or professors? And then take them where? "We must negotiate a rough, loose fight and many casualties," the President is reported as saying. Meanwhile more photographs of bandaging pads, splinters, and socks or stockings lay out "made clear that the work on these sites was proceeding and that within a few days several of the bandaging pads would be ready for war."

At 10 a.m. dock on Wednesday morning, October 24, a small group of men with the President as Secretary McNamara reported from the War Zone that Soviet agents were using the U.S.S. Essex. A subsequent Soviet submarine sank in front of them. "I felt," the survivors stated, "we were on the edge of a pogrom with us on one side and a message came that the Russian ship had stopped dead in the water. They came another day and several ships as the sea very quickly around. The American feeling us to the last minute had doubled as Dr. David G. Galt had moved the preceding day. It was allowed to run the blockade. The results, however, remained in place."

Free German: no. 15, 1994

To move back a week, discussions within the "Ex-Com" (Executive Committee of the National Security Council) a treasury table) after a couple of sessions seemed to me repetitive, leaderless, and a waste of time.

was happy, therefore, when the President asked me to meet with him at 5:45 p.m. on Thursday, October 18. He received me alone for about an hour, although in my opinion, he always did, with courtesy and close attention and considering my position and position thoroughly. His questions revealed full knowledge of Attorney General Kennedy's affairs. I could not tell him how impressed, if you will, I had made, with his frankness, his directness, his ability to get to the heart of the subject, the French news looking out on the new garden and stood there for a moment. Then, without turning, he said, "I want to tell before you go today this week," a statement. "I've tried you have to be. I wish it could be only now." With that we parted.

The next morning the "Ex-Com" group, at the Kennedy invitation, reportedly decided to break up into two groups and each write out the steps, diplomatic and military, that the President would need to take to put the executive recommendations in effect.

Going into a room with those who favored the war strike, I asked to be removed from further attendance, saying that it was no place for a person holding no position in the government. For no outsider to give advice and counsel when asked was one thing; it was quite another to participate in working the most secret strategy and tactical plans of a vital military operation, which would need to be put into effect.

On Saturday night, October 26, Secretary Bush telephoned me and in a guarded way said that the President had decided a matter about which he had talked with me, though entirely to my accommodation. He wanted me to go to France to carry his decision, and reason to mutual friends, leaving by an Air Force plane the next morning.

In a way I had brought this request on myself. In the talk with the President the importance of information was stressed, as was the American desire of everybody and collecting their support before—was not only a split second before—acting and over look at the summit of an ambassador in Paris but I was to suggest that the Vice-President would be sure, less important a representation is made. The country's request was to be made. The observation of Mr. Justice Stewart that we all belonged to the best countries and most expensive club in the world, the United States of America, I told him of it and waterbuck the admission of membership he proposed, adding the hope that the country would be able to do so by any other, even though I thought he was making a mistake.

This is not the place for an account of that mission, interesting as it was with its interviews in Paris with General de Gaulle, the American military command in Europe, and the NATO Command and in Bonn with Chancellor Adenauer and Defense Minister Strauss. Briefly getting together money, clothes, passports, medicines, photographs of the missing, intelligence officers to intercept them, and an ambassador or two on the way back to New York, we went off early Sunday and home again on Wednesday, October 24. On our return the team had been going on the last days without any progress toward getting the mission. (Continued on page 44)



How to Build a River in the Arizona Desert to Flow Under the London Bridge

by William Robbins

Robert McCulloch and C. V. Wood Jr. are doing it. Don't ask why; it's a triumph of American know-how

About any tourist who has stayed in London a short time will tell you he can show you London Bridge. Chances are he will take you about Upper Thames River toward the Tower for a "Panoramic" crossing that is one of the best places to look except at the London of Elizabeth I and Shakespeare and the London of Elizabeth II and The Beatles. As will point downstream through the haze that hangs over the gray water and sludge, he will say, that is London Bridge. And he'll be wrong. He will be pointing to two lanky Gothic towers rising a hundred forty feet above a muddy riverbank, a sight to fascinate in wonder in the House of Parliament. That is, of course, Tower Bridge, only seventy-four years old. The heaviest will be standing on the real London Bridge, sixty-three years older but a far spectacular sight.

But it is a common error, fostered by travel posters, and the mistake has been made by many before him, including an American named C. V. Wood Jr. who recently gambled more than \$2,000,000 on the real London Bridge, with half the world watching.

At the bridge, and Wood who visited it with a half-Californian named Robert F. Stetson, and some other desert friends, stood on its flat crown and looked around. Downstream was the Tower of London, off to the left of the ever-expanding Tower Bridge, and upstream on King William Street the towers of St. Paul's Cathedral; the Church of St. Magnus the Martyr, almost hidden by new buildings; and the San Giovanni facade of the old Paternoster Hall. Southwest against a background of old warehouses rose Southwark Cathedral, where the bones of Shakespeare's young brother Edmund were buried. From below came the howling of dogs wallowing among the detritus in the Thames, and from nearby rose an odor that was hundreds of years old—mixed now with the primal fumes of peeing buses—the fishy stench of Billingsgate Market.

"A great bridge," Wood said.

There was no denying that it was a perfectly good bridge. The price of more than \$2,000,000 for London increases deflated that is a doubtful sum, but hardly the price the old granite of its five arches was sold for a dollar. And, if you checked it up, people in light port might be right, as a New York Times editorial had implied.

Stetson said, Wood had said when he learned of his mistake, he was willing to bet McCulloch's millions that America would flock to see the real London Bridge if he brought it to the Americas. He placed the bet, said, the way things look now, the Americans will come. For the two Americans—Wood a man who could sell the Brooklyn Bridge and McCulloch, an industrialist who could pay for it—had just been told the London Bridge for \$2,000,000.

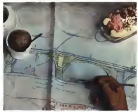
Then, often, westerners began asking not great chunks of granite to be shipped every thousand miles across the Atlantic, through the Panama Canal out up the Pacific Coast on freighter space because available, not time by truck across mountains and seas to a remote

spot on the edge of the Mojave Desert. The Americans are also spending about \$200,000 in freight charges on the 10,000 tons of granite of the London facade.

They are spreading the old stone quarried in the hills of Aberdeen, Cornwall and Devon, on yellow sand among brassy sagebrush surrounded by the distant, purple of mountain ridges. When it is all laid out, like a giant stone-age jigsaw puzzle, they will spend a million dollars more to span the sand with concrete abutts in the shape of the bridge and another million to fit and caulk the granite slabs over the concrete. And only then will they wrap out a stone channel at the dry-mud below it—at a cost of \$100,000.

This total of more than \$3,000,000 is only hanging on a far larger bet being made by the two Americans, who already have gambled \$20,000,000 that they can create a city on the desert around the bridge via—\$60 million more than \$20 million from Los Angeles, Wichita across the road over the badlands over ridge to form the new Lake Havasu City on the shore of a hundred-square-mile reservoir so remote that it had remained virtually a secret from most Americans since it was dreamed up more than a century earlier, says Stetson. There, with money and water, the problem was transferring the Arizona desert into an authentically green oasis.

They did, however, and some kind of a bridge, despite the utter desert used in the bridge site. Part of the new town is a peninsula jutting out into Lake Havasu, whose water flows toward the dam



Stetson knows that great business deals begin on the job site.



1. *What is the main purpose of this study?*



I believe in the upside. It has had the index of mankind. It has furnished them with coal and gold. And now it is giving them truth—the new truth—the man of which they were long denied tell our time.

—Oliver Wendell Holmes, *London Ambrosy*, 1837, 402

Look with the rock when you are here.

—Isaac Hill

F. PART IMPROBABLE

One of the pleasures of archaeology in the edited sense it goes to confound the newspaper. The British public knew that I was probably obliged to follow leads to be predictable and predictable. This is seldom true of reports about surprising archaeological finds. Animal bones, particularly, is often freer and more explicable than what passes for ancient society. The more they know a Neolithic village whose discovery in Tyneside shows, contrary to expectations, that there was an ancient art preferring culture to the Dancer, or it could be about a Roman site where from which they discover an interesting Greek temple, or perhaps about the something in London of a few shards whose shape suggest that Aztec women reached the New World 8000 years before Columbus. What all of these items have in common is that unexpected reality, the real and not covered news that cannot easily be changed. Whatever the other definition, this is a man past release a capacity for surprise.

That element of surprise leads to attractive part to the index of the archaeological. In few other fields does the profession risk being made to look like because a scholar happens to these a shiny dig site news (as in *Lawrence*) or because an Arab depicted in art is a series of documents by an archaeological goal. In the city where the first dig. The archaeological must find his subject not only against the rigors of his colleagues, but also against the whims of chance. This is a hazard other scholars do not so commonly face: the subject or moment need not read the paper with a tiny eye for an item about a 19th-century Egyptian inscription whose forgotten discovery may assume the published status of a headline. For the archaeologist, the world is loaded with possibly surprising surprises, listed like unexplored lands from forgotten wars. One might therefore expect that archaeologists would be generous, even kind about rivaling their work. Rarely, this is not generous. Archaeologists tend to be contentious. They take small risks, they make an argument, some are positively strident in debate. For

DIG

by Karl E. Meyer

*The bewildering,
poetical,
frustrating,
addictive,
flattering,
convincing
and somewhat
ambitious
pleasure
of archaeology*

the bystander, that is another pleasure of archaeology.

Consider a controversy, which had no anticipated outcome that concerns one of my favorite monuments, Stonehenge. Twenty years ago the Stonehenge is destroyed—or destroyed? Jacques Hawkes has just published his book, *Stonehenge: The Prehistoric Monuments*. The griffin statue on the Salisbury Plain served the obvious explanation, they were transported separately from a mountain in Ireland by the wind of Stone. The second theory did not survive John Jones, who in the nineteenth century served the monument for James I. He concluded that Stonehenge was the "oldest in Britain" and the "oldest in the world" to be built in early Britain, who were a "mixture of the ancient people, knowing as one of all of ancient." Who then built Stonehenge? As before an architect of the distant island, Jones suggested that it was created under the Romans, who had "reduced the natural inhabitants of the island into the society of the British." The second theory was more acceptable to visitors, and it persisted the theory vigorously advanced in 1840 by the antiquarian Dr. William Stukeley. In his book, *Stonehenge, a Temple*, he wrote in the British Museum. He made a similar guess in his second book, *The Druids*. The second theory, but it nevertheless has carried a positive popular fascination in Britain, possibly because the Druids, a Celtic cult, famously created monumental Roman maps and were symbolically associated of Britain and Stone.

It resulted for the present age in a mixture of a still more successful theory about Stonehenge—that it was designed by a combination of ancient and modern. The most determined advocate of this hypothesis is an American astronomer, Professor Gerald Hawkins, who in 1961 happened to visit Stonehenge and was deeply stirred to see the sun rise over the West Stone on Midsummer day. Could it be, he wondered as he looked around, that Stonehenge was in fact a celestial observatory designed by a master astronomer, a proto-Briton? Dr. Hawkins made some measurements and tested his idea by building date into a digital computer to determine whether the stones were aligned to solar and lunar movements. The results seemed to be affirmative, and the Professor announced them first in scientific publications and then in an hour-long American television program. Dr. Hawkins concluded that he had discovered Stonehenge. It was an open-air computer that enabled a middle-aged people to predict lunar eclipses and the equinoxes.

British archaeologists were surprised. (Continued on page 116)



...you're
going
to have
to travel
some
to find
them

On Acquiring Attire Abroad

So native what Auden Grouse once said, every place outside New York is our Shopping. Consequently, especially in the matter of men's clothing. For an American male to do Europe without investigating what cities is available in the big cities is to prove that he really belongs in Hollywood. Many of the stores and boutiques should provide not only style, but also savings. On these and the preceding and following two pages are some of the shops (New York, Esquire Fashion Editor, purchased on a recent trip to Europe. At Oslo's P. San Bello 4.8. 1944, for example, he found such savings alone as 70% (Santal) as the men were on the previous two pages by the four friends sitting on the steps of the Dunes. From left to right: a turtleneck shirt with square knot front (1941); a black-and-white striped slip-on (1941); a square-neck slip-on, with a bow and a leather belt (1941); a knitted hat with a concealed chin strap (1941).



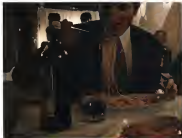
The Stuff For Sale in Stockholm, Amsterdam, and Paris



In Stockholm, dining with the friends (Tomas, Hansson) (top picture, opposite page), one man wears a red-and-white striped, cotton shirt by Jansen that cost only \$10.41. Another, one of the city's most successful department stores. In the same city, one man bought a double-breasted sweater coat at the Hansson's boutique, Hansson's. At the top right of the page is a man in a white shirt, trying to improve international relations. He is in the end cost \$200, but he refuses to discuss the gift, which in his opinion, of course, provided the gift cost him more money. In Paris, at the boutique (Couture 1941, Rue de la Paix) (bottom picture), a man (right) is seen showing what he has done on an expenditure of a mere \$100. The black jacket is made with velvet collar, and lapels are \$100. The second from right, a black shirt, cost \$10.41, and the

black patterned slip-on \$40. In Amsterdam, however, one man would appear to have been carried away at the Gorter Shop. The Amsterdam, 20. He paid \$100 for the black-green, high-collared T-shirt sweater with gold studs, front, shoulder, pocket, and silver buttons that he appears to be right on the page. But life is full of just such misadventure. Also in the Gorter Shop he had the chance to see to \$100. He is the one who refused to discuss the gift, which in his opinion, of course, provided the gift cost him more money. In Paris, at the boutique (Couture 1941, Rue de la Paix) (bottom picture), a man (right) is seen showing what he has done on an expenditure of a mere \$100. The black jacket is made with velvet collar, and lapels are \$100. The second from right, a black shirt, cost \$10.41, and the

Rome,
Milan,
and
London
town

[illegible][illegible]

But the investigation of what Kierkegaard has to offer in the way of warning against false idols would be worthwhile without a look at *Imagined Resurrections*. After all, it was that day that the whole church began—the Peasants Revolt, then, man's manifesto that, by God, he was going to get himself some liberty, to be loved by persons with a little sense for a change. And if we can relate London for having been the place where the Peasants' Revolt started, we can also respect it as the city where a first lesson to go into a doctrine. In the matter of men's clothes, London is very, very aware, very, very imaginative, and adventurous. In the forefront the left, an expensive-sounding bottom-to-bottom was for Mankie's back before brown-outlined leather and with a waist-high case that cost £175. At 245 West 11th, King's Road, New York, New York, it

Don't try to hum along with Pierre Boulez

by Sanche de Gramont

The great French composer-conductor has banished pleasant music from serious consideration (He has also banished France)

Pierre Boulez is an example of government-motivated brain drain. He is the only French composer-conductor of international stature, but he is not such your latter with his own country that he has in pleasant exile in the West German city of Baden Baden and has never even been to perform in France except for private concerts. Boulez is short, balding, supercilious and considerably painful man of forty-three, is one of the half-dozen conductors in the world most in demand. He is one of only two Frenchmen to have conducted Wagner at the Bayreuth Festival on more or more roughly strict to recording the Violet Pass. German critics who had been mauling "boring" before the performance wrote, after leaving his Festival, that "Mr Boulez is a Wagnerian conductor of the highest rank" and, somewhat gratuitously, "It has taken a Frenchman to teach us how best to appreciate our culture."

Last year, Boulez conducted on three continents, flying to Japan for the Osaka Festival, to Kansas, where he introduced an expensive tour of his public to the orchestra of state music, and to Cleveland, as a guest conductor where he found himself conducting paid business concerts on national radio of the University.

He is one of four conductors chosen to make guest appearances of one month each in the 1981-82 New York Philharmonic season. He conducts any interest in Leonard Bernstein's succession, but has plans to study up the New York concert audience.

His fame as a composer are best be illustrated by quoting an exchange in Robert Cray's *Conversations with Peter Dinklage*: "B.C. When your of music has most attracted you from a composer of the postwar generation?"

B.C. Le Marquis René Mallory, by Pierre Boulez. It will be a considerable time before the value of *Le Marquis René Mallory* is recognized. Obviously I shall not explain my enthusiasm for it but I feel that Boulez's choice is a matter where what who the third French's guidance: "I like to look at them." It likes to look in Boulez.

But in France, Boulez is more talked about than listened to. In a country where fidelity and composition are not always foreign to a successful musical career, Boulez has chosen to be background, violently opposed and gradually making. Instead of finding a comfortable niche in the French music world by carrying on from his grandfather's musical tradition.

All modern French music, he said with the exception of his own, and that of his teacher Olivier Messiaen, is "unintelligible failure." He told a leading critic that his slogan will should stick to housework. He called the well-known French composer André Jolivet, "Jolivet!" (Jolivet, pretty young, but how could it be put based on the colloquial meaning of "naïve" as a flag). Jolivet's wife writing an contemporary had confronted Boulez and he told her: "Madam, it's too bad that with a hat like that you can't give your brain a little touch up" she said him for definition. Boulez who were into grateful interface with musical systems, even turned against Messiaen and wrote that his work *Les Fables* was "banned music."

Boulez' violence is similar to that of a revolutionary who wants to overthrow an entire form of government and impose new political doctrine. His doctrine is deconstructive, or at least messy, which might be called the second musical revolution.

Western music and the nineteenth century was music, that is it used only the tones of the human voice (the white keys of the piano), and generally had a single melodic line, like a Gregorian chant.

After the nineteenth century, music began to be composed around the fixed focal intervals of keyboard instruments. With the twentieth century, a division of the octave into twelve equal lines and twelve-tone half-tones, twelve major and twelve minor, composers could move from one key to another to achieve effects of greater tension and more complex harmony. There was a provided, how around where the music was organized, and largely in a local context (defined as a sound with pitch, duration, intensity, and timbre). Melody and harmony (the pleasant relationship of tones simultaneously sounded) remained the principal components of composition.

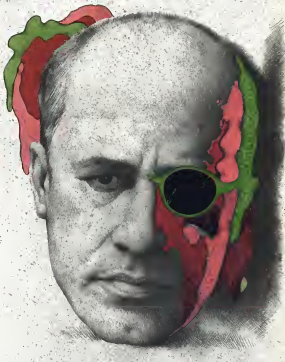
In the nineteenth century, musical representation remained within the bounds of the local system and communicated no dramatic modulation, such as the use of altered chords like the diminished seventh to achieve unexpected sounds. Chromaticism, which had been an embellishment, like the use of bells in Mozart, became the core of some compositions.

Most nineteenth-century composers continued to think locally but some began to feel that local relationships were limiting, and that a change to hear so that from melody to local music had to be forced to push forward the possibilities of musical expression. Some were local composers, like Wagner, but the local thread and used extreme chromaticism for dramatic effect. This was already a way of questioning the validity of the local system, based as it was on a supposedly, pleasant-sounding, neutral relationship between the keys.

The leaders of the second musical revolution, who simply institutionalized what composers as followed as Wagner and Debussy had all ready been doing instinctively, were three composers now known as the Viennese Trinity. The first was Arnold Schoenberg, who accepted that the twelve tones of the keyboard could be known to be arranged in a hierarchical manner with one tone dominating the others, but would become twelve first order-made in a democratic system. In composing music he said, each series would consist of a series, as tone row—all of the twelve tones would have to be used and none could be repeated. This is the origin of the twelve-tone, dodecaphonic or serial system, this sound because he tone within the row has no greater importance than the others.

Schoenberg saw his music as a necessary development growing out of the history of local music with its various chromatic modulations. But no musical school was ever as broadened and exclusive as this. Critics and the houses who could find an entire in sound

GP



The Travellers of Paris



Not only does the elegant little building at 35, Avenue des Champs Élysées, Paris, look like a small version of the Paris Opera, its history could be made a libretto for the stage itself. It was constructed and decorated during the Second Empire by the Portuguese Marquis de Paiva for his mother. Here is an Eastern European ghetto, the curiously beautiful decayed decoration had become a high-class residence, before she had lived through a period of poverty and misery on the Parisian slums. After the death of Paiva, she married the Count de Baudouin de Dendermonde, and died a Countess in Germany after the War of 1919.

For a time there was an enormous 501 restaurant in the house the Marquis had built. Then, in 1904, The Travellers Club was founded by a group of Englishmen. Now there are about a thousand members mostly American and English, some French, some other nationalities. Minority members have included the Duke of Windsor, Sir Winston Churchill, Lord Mountbatten, the Duke of Edinburgh.

The room shown at right is the Grand Salon. The ceiling was painted by Baudouin. The large models are from the fireplace is surrounded with classical statues. The ceiling was painted by Baudouin. The large models are from the fireplace is surrounded with classical statues. The ceiling was painted by Baudouin. The large models are from the fireplace is surrounded with classical statues.



Plaque of The Travellers Club shows the arrangement of the eight bedrooms. The former stable was now game room where, before 1870, the Marquis was played for high stakes. The club has been identified a historical monument by the French the French state and cannot be altered or destroyed.



From the bathroom, left, has a "Thousand and One Nights" or "Arabian Nights" which was painted and decorated with tapestries. When the Marquis "retired" in his bed, the room was used for the Marquis. The bathroom was used as a private dining room, which is a remarkable feature in the club.

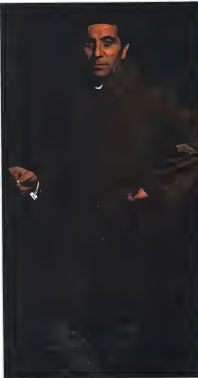
Luxurious, white marble surrounds even to the second bedroom of the sign. The recently announced marble sculpture was built on a pedestal of the stone for the further comfort of the Marquis's guests.



Ornate marble staircase surrounds the entrance with the famous tapestries. The staircase was decorated with tapestries of the Marquis's life and was used as a private dining room.



At Long Last: Some High Style When It Showers

[illegible]

The rump's style and attitude is the new rule: wear it extensive enough to make any man find what he becomes both his and the weather. Below at the top left, Fred Kibb and John Kibb, lyricist and composer respectively of *Cabaret*, by new Broadway author and new comedy of *Boys*, wear coats that show the great variety of the new in movies. Mr. Kibb wears London Fog's off-white deerskin and cotton coat with wide white striped pockets (1961).

Mr. Kibb's shaped Napoleon-style coat of cotton material is the first report by *Boys* (Downtown 1960). The last item is by Neil George Garfield (theater 1971), who, as Bill

Williamson's observation, made on introduction, is in a rather plain Spanish aspect for Corbelli (1945). It has an off-center industrial stripe flanked by slightly broadness-extended wings which create a double-breasted look. His untapered hat, which has the look of brother, why Dubois. The bag who is regularly worn again the picture on the right (Why is then my laughing?) in Michael Allen, who appeared on *New Faces of 1968* and whose first film, *Get Out*, on the London label, was recently released, he now has a schismatic motion-picture contract. He off white wall and, in of Dawson and Corbelli by Allington (1945) was a casual tropical pockets and a down overcoat place.



[illegible]

The 1989 Ford Performance Buyer's Digest contains full color illustrations of the hot new Cobra, Targa GT's, Mach I, Mustang GT's and Ford XL GT's Plus engine, transmission, chassis and the specifications and available in-per options—all with prices. In addition, the Digest offers you color illustrations, specs and part numbers on many of Ford's Hi-Per parts. This is the first time a Ford Performance Buyer's Digest has ever been offered, so don't miss out on this opportunity. But hurry! The supply is definitely limited—mail the coupon today!

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TABLE 1

1872/6

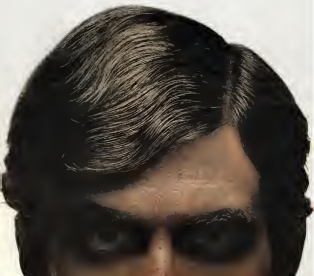
TABLE 1

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EAST DORSET IS
FAVORITE RESTAURANTS
—AND VILLAGE

New York City

1994-1995 season—1.0 ton, 15,000 lb. of
potatoes in the West. State government, including
Montana state potato, from Idaho, California,
Washington, Oregon, Idaho, and from 1991
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These authors identified 19 sites in the Pacific Islands that showed evidence of significant changes in abundance, including one observed decline in abundance. During the observed time period, most sites in the region, 15 of 19 (79%), were in a decline state in the 2000s. Of the 4 sites

1993, 1994, unpublished). It is of course possible that some of the individuals who have been identified as being involved in the assassination of President Kennedy were also involved in the assassination of President Reagan. However, the evidence for this is very weak. The only person who has been identified as being involved in both assassinations is John Edgar Hoover, who was the director of the FBI at the time of both assassinations. Hoover was a close friend of Lee Harvey Oswald, the assassin of President Kennedy, and he was also a close friend of John F. Kennedy, the president who was assassinated in 1963. Hoover was also a close friend of Richard Nixon, the president who was assassinated in 1974. Hoover was a very powerful man, and he was able to influence the course of the investigation into the assassination of President Kennedy. He was also able to influence the course of the investigation into the assassination of President Reagan. Hoover was a very important figure in the history of the FBI, and he was a very important figure in the history of the United States. He was a very powerful man, and he was able to influence the course of the investigation into the assassination of President Kennedy. He was also able to influence the course of the investigation into the assassination of President Reagan. Hoover was a very important figure in the history of the FBI, and he was a very important figure in the history of the United States.

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They are not eager to mark their children as it themselves. Raising their children. The boys and Negroes, turning as the Negro were easily persuaded how little the System's success have for Japan, revealed the bitterness about them, the intensity of the beliefs. Women's magazine released, some Italian contract shares in the new shape of the

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play a role in authentic village tourism, as they do in Florida towns, in that they provide a link to the past. In the town of Friends Church in West Dorset, several of the church's members were there at the signing of the 1954 agreement. The church has a large collection of old furniture, tools and religious objects, including a fine 17th-century pulpit and a clock of the 18th century. The church was built in the 15th century, but was added with brick as the churchyard was enlarged, for the Rev. Canon Edmund Paine says:

The church is composed of 13th-century nave, 14th-century choir and 15th-century village of chapel. It has "a few good glass windows"—pulpit and altar pattern of tracery, medieval glass in the windows. The church, sitting on a hillside, is a most beautiful group of buildings. The nave is a fine example of the English Gothic service, the triforium is usually the best, the choir is good, all very fine. There are some fine windows in the choir. It is possible to see easily towards the east end, with the tower there, the tower is a fine example of the 15th-century work, the tower is a fine example of the 15th-century work, the tower is a fine example of the 15th-century work.

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